

# "OH, WE'LL SEE AN ICEBERG!" GIRL CRIED AT FIRST JAR.

Miss Bonnell Tells Graphic Story of How Her  
Glee Was Quickly Turned to Sorrow  
When She Realized the Enormity  
of the Tragedy.

BY MISS CAROLINE BONNELL.

"Well, thank goodness, Nathalie, we are going to see our iceberg at last!"

That single foolish little sentence was the one thing, of all things that I shall never forget, that made the Titanic seem so real to me at that deathblow.

And yet it was the most natural remark in the world for me to make that Sunday night at the very minute when the hand of death began pulling at its terrible cargo of souls. For though the world has not come to realize it, that was a hidden hand—a hand so hidden that none of us suspected for an instant how strong and how cruel it was. Less than two hours after it gave a quick, final jerk and the biggest of vessels sank beneath the waves.

My cousin, Nathalie Wick, and I were lying in our berth half asleep when the blow came. It was terrific. For a second the whole boat just stood stock-still in its swift tracks and then it gave a great shiver all through.

After that everything was death-quiet for a minute. Then—

"Oh, she's hit an iceberg!" came ringing through the window in a woman's voice.

## GIRLS DECIDED TO TAKE A LOOK.

For ten minutes after the blow came Nathalie and I lay in bed and discussed whether or not we would get up to view the berg. Nathalie was pretty sure, but I had been up to fill a hot water bottle and was wide awake enough for anything. Finally we decided to "go up," as we had been waiting to see an iceberg all the way over, but had been told that it was probably too late in the season.

We just slipped on our shoes and stockings and put on some heavy outside wraps and went up. When we got out on to the deck everything was as calm as on an August afternoon. The sea was as smooth as glass; there wasn't a berg in sight and the sky was just thick with stars. I never saw so many stars in the heavens in my life as there were that night. The water itself glittered blue with their glow.

We had just decided to go back to bed when an officer came up to us and a group of people who had gotten up to find out what was the matter.

"Go below and put on your life-belts," he said. "You may need them later."

We went down at once and told my aunt and uncle, Mr. and Mrs. George Wick, what we had been told. Uncle George just laughed at us.

"Why, that's nonsense, girls," he said. "This boat is all right. She's going along fine. She's just got a glancing blow, I guess."

That's the way every one seemed to think, and we went into our stateroom, in a minute or so an officer knocked at the door and told us to go on the "A" deck. He said there was really no danger and that it was just a precautionary measure. We got a few clothes on and went up. I picked up my bag-glasses in my excitement and left my watch lying on the dresser! Nathalie was watching around her neck. We both were two or three coats; it was so cold outside.

When we got on the deck uncle and aunt were there and I went down again to another part of the steamer and got my aunt Elizabeth. When I got back with her there were crowds of people standing all around. Nobody seemed very excited; every one was talking and it seemed to be the general idea that we would be ordered back to bed.

## MRS. ASTOR IN STEAMER CHAIR.

Just then an officer came up to us and said we should go up to the next deck—the boat deck. By that time nearly every one was up. Mrs. John Jacob Astor was there, sitting in a steamer chair. Her husband, Col. Astor, was beside her, and her maid was helping her to fasten her dressing.

There was no confusion even yet, although we noticed that the boat was beginning to list to the starboard considerably. The men who had been in the smoking room at the time the ship struck said that they had seen the berg as it moved, and that most of it was under water. Whatever damage was done to the vessel was done beneath her water line, we knew, for above she was in perfect condition. She had hit the berg alongside, we found out, and not in front.

After we had been on the top deck for a while, considerably more than an hour, I should say, the women were told to stand in a group by themselves and be ready to get into the lifeboats. The men drew back and the women stood in the railing.

Under the condition which prevailed on our side of the boat. On the other side the men and women were told to separate, and that accounts for the men who were saved. Mr. Ismay, director of the line, was on that side of the boat and so, of course, got in one of the lifeboats with the other men.

There was very little discipline. In fact, there was practically none. People began to get into the lifeboats. No one thought the Titanic was going to sink, and passengers didn't feel like trusting themselves to tiny, open rowing boats when they were aboard the biggest liner in the world. At least, they so thought with the officers.

As the men withdrew the women were told to get into the lifeboats. The problem that did so were urged to it by their men relatives, the officers and the life boat men. We never once saw the captain.

The boat was in the second to be let down over the side, but the water was so rough, in it, though it would have held more, were but many women, two sailors and a steward. The latter was to do the rowing. We took to the oars the officer shouted to us to row over to a distant light to land there, sending the boat back for others.

## NOTICED TITANIC BEGAN TO LIST.

We watched the other boats being lowered as we got under way. And then, a few minutes, we noticed that the Titanic began to list more heavily. For a while, when we were a considerable distance away, a whole deck of lifeboats, the lowest deck, was suddenly snuffed out. At the same time the mast tips dropped a little farther down in the star-pointed sky. After this the tragedy moved with a relentless swiftness. Deck by deck, we watched the lights

## GIANTS AND HIGHLANDERS TO PLAY BALL SUNDAY.

Next Game for Titanic Survivors at Polo Grounds at 3 P. M.

The New York National League Club announced to-day that it had agreed to play a game with the Highlanders at the Polo Grounds Sunday at 3 P. M. for the benefit of the Titanic survivors. The regularly scheduled game between the Giants and Highlanders has been postponed.



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so out as the boat dropped lower and lower into the sea. At last but four rows of lights were left. Then the water reached the port holes, and, as it rushed in here, there was one great explosion and another and then the ship left the horizon unbroken.

And those that were in the lifeboats which were close to the vessel say that the orchestra played till the very last and that the men went down into the sea singing "Nearer, My God, to Thee."

As soon as the ship sank we started to row in good earnest. All night long we made those three men keep to the oars. They wanted to stop, but we told them we had been told to get to that light and that we were going to do so, but the light never seemed to come nearer. As the dawn crept out over the silent, cold sea the light seemed only a very little larger than it had when we started for it.

In the lifeboats it was terrible. Some of the women had scarcely any clothes on at all, and they suffered greatly with the cold. One woman had white satin slippers and an evening dress on. I don't know whether she had that attire on when we struck or whether in her excitement she put it on by mistake.

We were provided with the most miserable little oil lamp I have ever seen. I guess it didn't have any kerosene in it, for it kept going out as fast as we could light it with the matches which the steward happened to bring along. We couldn't have seen at all nor signalled had it not been for the fact that one woman had a cane that had a little electric light in the end of it.

As far as I know, there was no food nor water in the craft, but I will not complain of that, for we were the luckiest, I guess, of all the survivors. The other boats all leaked, and the women told us afterward that the water was up to their knees. And that water was below freezing point—31 degrees to be exact!

## SEA BEGAN TO GET CHOPPY.

For nearly eight hours these sixteen boat loads of hysterical, cold, wet, hungry women and men were at the mercy of the elements. During the darkness it was bad enough, but the dawn brought a fresh danger. It disclosed the fact that we were beset by vast fields of ice and icebergs. Those looming mountains of gray ice were everywhere. We were almost afraid to move, and to add to our distress, a stiff breeze was springing up, churning the sea into a nasty chopiness. Still we kept on rowing toward the light. The men were exhausted, so we women took a hand. But those oars—they were the heaviest ones I ever seen. I am a good oarswoman, but with the aid of another woman, I could scarcely swing one of them. There were three sets of them, and they all had to be used to make any progress.

Toward six o'clock we gave up hope of ever reaching that light. It had gotten a little larger, it seemed, but it was absolutely no nearer, and we had no food, very little clothing, no heat and nearly every lifeboat was shipping water to an alarming extent.

And on top of all that these women didn't know whether they were ever to see their husbands and their sons again in this world or not. It was terrible, and to say that they were most wonderful women to keep their minds in the balance is putting it too mildly.

## BIG SEARCHLIGHT SUDDENLY CAME.

And then somebody looked back and there—there was a big searchlight

burning on the prow of a great liner. That light was the most beautiful sight I shall ever see. Distress was turned to hope as we put directly about and rowed hard for an hour toward the vessel. At the end of that time we were alongside of the Carpathia. It wasn't long before they let down a little wooden seat about two feet long and a foot wide. Men on the deck held the ends of the cables to which this seat was attached. The lifeboat was bobbing up and down on the waves and it was pretty hard to stand up in it long enough to climb out of the seat, but you can wager we all did it.

## STOKERS LOWERED LIFEBOAT CAUSING FIRST EXCITEMENT.

That the stokers of the Titanic were the first to realize the seriousness of the accident and came rushing pell-mell to the upper decks for safety was the story related by one of the survivors to John R. Joyce, a passenger aboard the Carpathia, who hails from Carlsbad, N. M.

"Soon after the crash," said Mr. Joyce, "I was told that about a dozen stokers came scrambling to the upper decks. They were whispering excitedly and edging their way cautiously toward one of the lifeboats. Suddenly and without consulting any of the officers of the ship they clambered into the lifeboat and were off before any others of the crew were the wiser."

Mr. Joyce said as near as he had been able to learn from those who witnessed the lowering of the lifeboat by the stokers it was this that caused the first excitement among the passengers.

"Although the officers had assured all on board that the Titanic was in no immediate danger," he said, "there was a feeling among the passengers that they were being misled. However, they remained remarkably calm until the very last."

Mr. Joyce declared he understood there were thirty-eight persons on one of the ship's rafts, and that nineteen of these had been drowned, although he had been unable to confirm this.

"I hope I may never see anything as horrible again as long as I live," continued Mr. Joyce, "as the sight that was presented to us when the Carpathia came in sight of the Titanic's survivors. Here, there, everywhere were the lifeboats and the dead. It was a sight to sicken the most hardened of men. The suffering of the women and children, most of whom were only half clad, was all too terrible to describe."

"J. Bruce Ismay," added Mr. Joyce, "went direct to the cabin aboard the Carpathia as soon as he was taken on board and remained there most of the time until the Carpathia reached New York."

## PATHETIC MESSAGE SENT BY WIDOW OF CAPT. SMITH.

LONDON, April 18.—The widow of Capt. Smith, the commander of the Titanic, has written a pathetic message, which was posted to-day outside the White Star office. It reads as follows:

To My Poor Fellow-Sufferers: My heart overflows with grief for you all and is laden with sorrow that you are weighed down with this terrible burden that has been thrust upon us. May God be with us and comfort us all. Yours in deep sympathy,

ELEANOR SMITH.

## STEEL LIFEBOATS WERE UNSINKABLE, SAYS ONE OF CREW.

The stability of the non-sinkable steel lifeboats that carried the survivors from the Titanic to the Carpathia was verified by Edward Tufts, a member of the crew. Although all the other survivors were firm in their declaration that only sixteen lifeboats were picked up by the Carpathia, Tufts maintained that eighteen boats in reality reached her.

"Thirteen of these boats were brought in on the Carpathia's davits, while five were cast adrift at sea because there was no room for them," he said.

The boats were dropped from the Carpathia before she entered her dock and were carried by tugs to the White Star line pier. They were the latest improved steel pattern, with large air tanks in each end and said to be non-sinkable. Although built to accom-

modate not more than forty passengers, the worthiness of the boats was shown when one went along side the Carpathia with seventy-eight passengers packed into her seats and crowding her gunwales. The ship's crew declared that even this crowded boat could have lived in a high sea and that had there been sufficient boats there would have been no loss of life.

Mr. Taft Speaks of Major Butt.  
WASHINGTON, April 18.—President Taft, speaking to-day of Major Archibald Butt, his military aide, said: "I never had any idea that Archie was at all at all. As soon as I heard that 1,200 people went down I knew he went down too. He was a soldier and was on deck, where he belonged."

Sends Word Father Is Lost.  
PHILADELPHIA, April 18.—"Father lost—no hope," was the wireless message received yesterday from Richard Norris Williams, who with his father, C. Duane Williams was on the Titanic.

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3 1/2 to 6-year sizes 8 to 16-year sizes

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DRESS COATS, in fine English Serge; full, belted back and novelty in-lay collar of French colorings of Faille silk. In white, navy, tan and wood brown. 4 to 16 years. Regular price \$19.75, 12.45

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SERGE BOX COATS. 4 to 16 yrs. Regular price \$11.95, 8.95

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COATS, including a Special Reduced Lot of Cravenette Coats, featuring a Mannish Coat in Tan and Navy Canton; all cemented seams and plaid back art-proof lining. Regular prices \$8.75 to \$12.50, 5.95

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#### COMBINATION SKIRTS

For Women and Misses. 32 to 42. 98c. to 7.95

#### COMBINATION DRAWERS

Open and Closed, for Women and Misses. Sizes 30 to 42. 98c. to 7.95

#### MISSSES', JUNIORS' & CHILDREN'S

NIGHTGOWNS, low neck and short sleeves. 69c. to 2.95

Crepe. 98c. to 1.50

WOMEN'S CREPE NIGHTGOWNS. 34 to 40 bust. 98c. to 1.95

#### MISSSES' AND JUNIORS' DRAWERS

Open and Closed. 19 to 25 inches. 49c. to 2.25

#### MISSSES', JUNIORS' & CHILDREN'S

NIGHTGOWNS, high neck and long sleeves. 1 to 18 years. 59c. to 1.49

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High and low neck, long and short sleeves. 34 to 40 bust. 1.00 to 6.95

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### Women's and Misses' Handkerchiefs

#### SHEER LINEN HANDKERCHIEFS

With dainty colored initials, embroidered in the newest novelty designs. Box of 1 dozen, 1.50

#### LINEN HANDKERCHIEFS

Initial and wreath embroidered in three different styles. Box of 1 dozen, 1.50

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#### LINEN HANDKERCHIEFS

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Of a fine ribbed hile thread, silk finished, high spliced heels, double sole and toe. Black, white or tan. 3 pairs for 1.00

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Made of strong hile thread, with linen interwoven in toe and heel, insuring long service. Black, white and tan. 6 pairs for 1.35

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Of a fine maca cotton; spliced knees, double heel sole and toe; full fashioned. Black, white and tan. Regular price 35c. pair. Half Dozen, 1.35

### Girls' and Children's Rompers

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ERS, in pink or blue checks and plain colors. 1 to 8 years. 50c. 75c

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Of fine Gingham, in pink or blue checks, or plain blue or tan. 1 to 8 yrs. 95c

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In all colors; handles of mission, maple and carved wood. 1.95

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With striped borders, including the very smart black and white stripes. 2.75

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With blue piping. 1 to 6 years. 1.00

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